that they had expended \$300,000 of their own money on the road.

At the close of April, 1838, after the passage of the above mentioned law, Mr. Lord was re-elected to the Board of Directors. In the course of the ensuing summer, the condition of that law was complied with; contracts were entered into, and the work was commenced on the designated portions of the road. At this period, or rather up to the close of ISSR, the collections which had been made on the stock of the company amounted to \$346,237, against which three issues of \$100,000 each of State stock had been received and sold, prior to September, 1839, from which payments were made on the contracts above mentioned. The laws under which these issues were made authorized the payment of only 4½ per cent. As the times then were, it could be sold only at a very heavy discount. The proceeds of the three instalments amounted only to \$245,225, a sum not sufficient to complete the work under contract. In the crippled state of the stockholders, and the continued embarrassment of commercial affairs, it was not then practicable to make further collections on the existing stock of the company. To prevent another suspension of the work, therefore, before the completion of the subsisting contracts, other measures became necessary. We should here mention that in October, 1837, a numerous convention of delegates had been held at Elmira, of which Charles Humphrey, Esq., of Tompkins, was president, and an address to the people of the State in favor of the railroad was adopted, having been drawn up by Wm. H. Seward, who attended as a delegate fron Chaucangue county. The convention recommended an appeal to the Legislature for aid, and appointed ranque county. The convention recommended an appeal to the Legislature for aid, and appointed committees to take up subscriptions to the stock. But little of importance was effected in the latter

dr 1889, propositions were tendered by the board In 1889, propositions were tenuered by the confu-to the inhibitants on the route of the road, to the effect that subscriptions and payments made by them should be expended in the counties respectively, together with a like ratio of the proceeds of corres-ponding issues of State stock. With a view to check that asserptions and payments made by them chould be expended in the counties respectively, together with a like ratio of the proceeds of corresponding issues of State stock. With a view to carry into effect this plan in the counties of Rockland and Orange, and to extent the construction of the road to Goshen, Mr. Lord accepted the appointment of commissioner for those counties in May, 1839, and having procured subscriptions to the amount at first required, with stipulation as to the times of payment, contracted in July for the construction of the 36 miles between Goshen and the tea miles previously commenced. The payments on these contracts being thus provided for, the work proceeded with energy during the remainder of that, and throughout the succeeding year, when it was nearly completed on the 45 miles, with the exception of laving the iron rails. In September, 1839, Mr. King resigned as President, and Mr. Lord was again elected to that office, continuing in the same until May, 1841. From the date of his election as President, until March, 1811, Mr. Lord held that office as well as that of commissioner, viz. for about eighteen months.

There being no other practicable method of obtaining funds for carrying on the work on the road, active measures were taken in November, 1839, for extending the plan adopted in Rockland and Orange, to other portions of the line, particularly to the Susquehannah division, between Binghamton and Hornellsville, 117 miles in extent. These accasures were successful under the management of the Commissioner, Mr. Lyman, and the division was put under contract in February, 1819, and subsequently, under the same system, contracts were made for the western division, from Hornellsville to the ten miles east from Dunkirk, which had been commenced in 1838.

At the session of 1840, the Legislature further amended the Loan bill, so as to authorize issues of \$100,000 of State Stock against every \$50,000 which had been and should thereafter be collected on the stock of the company, until

and been and should thereafter be collected on the sbock of the company, until the original amount of three millions was issued. Under this arrangement the work was vigorously prosecuted on the Eastern, Susquehannah, and Western divisions of the road, coaprising together a distance of 300 miles. The rate of interest on the State stock was changed by the act of 1850, to $5\frac{1}{2}$ and 6 per cent, instead of $4\frac{1}{2}$ ner cent.

The executive committee of the company in 1840, consisting of Aaron Clark, Geo. S. Robbins, R. M. Blatchford, Simeon Draper, and James Bowen, with H. L. Pierson, Treasurer, when the first \$400,000 of the State loan was expended, from private 3ources raised \$53,000, to enable the company to obtain \$100,000 from the State, when funds were particularly required to sustain the work on the road; and they continued their efforts in assisting to raise funds, until the three millions State stock was allobtained from the Comptroller and expended on the road. If it had not been for their exertions, the work would have been abandoned in 1840. They, as the executive committee, formed the plans, and Mr. Lyman, as the Commissioner, carried them out. In June, 1840, Mr. Henry L. Pierson and Major T. S. Brown, Engineer, (now in the employ of the Emperor of Russia,) were sent by the company to England, as agents to purchase iron for the eastern livision of the road. They were successful in obtaining the iron on advantageous terms, and, in the ensuing sommer, the rails began to arrive in New York. The executive committee of the company in 1840,

York.

The Legislature of 1841, at the request of the President, caused an investigation of the affairs and proceedings of the company by the Committee on Railroads, of which Mr. Culver was Chairman. The committee, after examining numerous witnesses, reported in the most favorable manner, and declaring that "this company deserve the encouragement and liberal support of the Legislature." This report being made by whigs, the democrats in the Assembly were dissatisfied, and towards the close of Assembly were dissatished, and towards the close of the session, having an accidental majority, they elected by ballot a committee to sit during the recess, visit the different offices, &c., of the company, and report to the next Legislature. The committee consisted of A. G. Chatheld and W. B. Maelay, democrats, and Geb. G. Graham, whig. After a laborious investigation, which occupied six months, during which they passed over the whole line of the road, they made a report in January, 1842, entirely satisfactory to the company, and very interesting in its details. The directors, and their officers generally, were entirely exempted from mismanagement, except in a few immaterial points. They had not, in the opinion of the committee, used their power for political purposes, and it was proved that the work done up to that time was on as favorable terms as on any similar work in this country.

Various attempts were made to induce the Legislature to adopt the road as a State work. That was the plan desired by Mr. King, and some other of the directors; but Mr. Lord, Mr. Lyman, and Mr. Plerson, with other friends of the road always discountenanced the idea, as it would, in their minen, have been farfal to the roaded, in

Mr. Pierson, with other friends of the road, always discountenanced the idea, as it would, in their opinion, have been fatal to the project, and inurious to the State. A bill to make the road a State work, however, passed the Assembly in 1838, but was defeated in the Semate—the whigs having a majority in the former, and the democrats in the latter: but the division was not strictly a party vote. There were indications that Governor Seward and some of the whigs, wished to make the railroad a political scheme, wherewith to carry the elections in the southern tier of counties: but it never could be made a party question; although the democrats not residing in the counties interested were generally opposed to adding the road with the State credit, while the whigs supported the plan.

e plan. On the 234 September, 1841, the road was opened to miles, to Coshen, at which place there grand celebration of the event, attended by as miles, to to shen, at which place there was a grand celebration of the event, attended by Governor Seward, and many citizens from New York rity, and other parts of the State. On the return of the steamboat from Piermont to this city, in the evening. Governor Seward made a discouraging speech, as to the prospects of the road, intimating that it was doubtful whether it could be made within a reasonable period, without further aid from the State; as after all the exertions which had been made, only about one-tenth of the leagth of the road was finished.

ind been made, only about one-tenth of the length of the read was fluished.

Among the matters investigated by the committee of which Mr. Chatfield was chairman in 1841, was the consolidation of the stock which had been subscribed, principally in this city, on which from \$5 to \$15 per share of \$100 had been paid. The directors, in view of the inability of many of the stockholders to meet further calls, adopted a resolution early in 1841, declaring that the stockholders, on paying the further sum of \$5 per share on their stock, should be entitled to relinquish to the Company the original scrip, and to receive full certificates of stock to the full amount of all the payments usude by them respectively. This arrangement was finally consummated before the end of May, and was generally considered judicious, and the best course to be pursued under the circumstances.

the best course to be pursued under the circumstances.

In the autumn of ISH, Mr. Lyman, the Commissioner of the Company, formed a plan to make a general and minute call on the citizens of New York for a subscription of one million of dollars to the capital stock. Ward meetings were accordingly called, which were addressed by Mr. Lyman, Mr. Macomber (agent of the Company,) and other gentlemen, explaining the object and condition of the Company. A pamphlet was prepared by Mr. Edwin Williams, comprising an array of statistical facts bearing on the analysis, of which pamphlet many shousands were pristed and distributed among the citizens, by which means general information respecting the otherprise and its importance was disceminated. The wards were organized systematically, and agents appointed in each to call on the business men, and owners of real estate. The plan was of far successful, that about \$400,000 were subscribed by our citizens, and there was but little doubt of obtaining the required amount of subscription, when Governor Seward sent a message to the Legislature, informing them that he was advised by Mr. Bowen, President of the company, that the quarterly interest, due April, 1842, on the State loan, could not be paid. This, of course, put an end to the attempt to obtain subscriptions on the stock, but the efforts made at that time were not lost, as they prepared the public mind for the future

State stock, such was the depressed state of the money market at the time, was over \$400,000, or 13½ per cent. In January, 1842, sales were made as low as 85 for 6 per cent stock.

In April, 1842, the company placed its affairs in the hands of assignees, who, under its complicated embarrassments, arising from the nature and amount of its indebtedness, by the most skillful and persevering efforts, protected its interests, and kept the Eastern division in successful operation.

At the annual election in November, 1842, those previously in the board having declined, with one or two exceptions, a new direction was chosen, and William Maxwell, of Chemung county, was appointed President.

William Maxwell, of Chemung county, was appointed President.

In April, 1843, the bill known as Faulkner's Bill, was passed, by which it was intended that the State lien should be released on certain conditions, and that the bond of the company, for the three millions should be issued as a first lien on the road. The object, however, was not attained. The bonds could not consistently with some provisions of the bill, be issued so as to aid in completing the road. Not florts were made this year towards a resumption of the work by a subscription to the stock, or otherwise. Mr. Faulkner was a Senator from Livingston county, and first introduced his bill for the relief of the company, at the session of 1842, when it was rejected; but passed. as we have stated, at the following session. The directors, in April, 1842, stated that had the bill passed when first introduced, large additional subscriptions would have been obtained in this city and on the line of road, favorable contracts for iron foould have been concluded, and the road from Binghamton to Lake Erie would have been put in use during the year 1842. The directors also state that "the amount due contractors for work, subsequent to the notification in November, of the exhaustion of the State loan, cannot be less than \$500,000." The interest due on the State loan, cannot be resulted to pay, they say amounted to about \$40,000; and, in explanation of their sudden embarrassments, they remark:—"In the latter part of December, 1841, State six per cents suddenly fell to 78 per cent, the scarcity of money increased, demands for temporary loans to the company were made, and the stock hypothecated were sold at prices ranging from the 78 to 82 per cent."

It is preper here to state that when the work was suspended in 1842, the contracts west of Binghamton, and thence to Lake Erie, were in such a state of forwardness, the grading being nearly complete that the 250 miles of road west could have been put in operation within the time stated, in 1842. This is proved by the r pointed President.

In April, 1843, the bill known as Faulkner's Bill.

these to the six millions is then required, and we have about eleven millions as the estimated cost (in 1844) of the road from the Hudson to Lake Erie. Having failed to obtain the co-operation of the Common Council of New York for a subscription of three millions to the stock, by the loan of the credit of the city, and in a subsequent application to the citizens for the required amount, the directors proposed to have recourse to the bonds contemplated in Faulkner's bill. These bonds, however, were unsaleable, it being found that they would not become a lien upon the road prior to that of the State, except in the event of the work being finished within the time prescribed in the law; to accomplish which three millions beyond the authorized amount of such bonds was necessary. This result, with a particular account of their proceedings, they published in a report to the stockholders, in October, 1844.

At the annual election of directors in October, 1844, the unsuccessful board of the previous year, with the exception of two city and two country members, retired from the field. The new board chosen was composed as follows:—George Griswold, Jacob Little, John C. Green, James Harper, Eleazar Lord, Paul Spofford, Stewart C. Marsh, Henry L. Pierson, Henry Sheldon, Charles M. Leupp, J. W. Alsop, Silas Brown, and Robert L. Crooke, of Allegany; and Elijah Risley, of Chautauque. This board elected Mr. Lord president, and immediately, on the 1st November, 1814, published an address to the public, showing the condition and prospects of the company. "To complete the entire line of the road," they say, "six millions of dollars is deemed necessary and sufficient. Towards this sum the bonds legally authorized are an eligible and safe reliance for three millions. It is believed to be quite safe to rely upon the interior counties for further aid to the amount of one million; so that to insure the immediate progress and early accomplishment of the entire work, a subscription of two millions of dollars only is required. With such a two millions of dollars only is required. With such a subscription, the board would have no hesitation in proceeding with the work, in the confidence that no further call upon the citizens of this city will be

A subscription was accordingly opened; proposals for grading about twenty failes of the road be-yond Middletown, Orange county, were received; and a contract for a portion thereof being concluded, the work was resumed in February, 1845. Applica-tion was, in the meantime, made to the Legisla-ture for the necessary amendment of the law of April, 1843, (Faulkner's bill.) The subscriptions, eart of which were made on condition of the bassage.

April, 18-36, (calificater a oill.) The subscriptions, part of which were made on condition of the passage of such amendment, were suspended to await the action of the Legislature. On the 14th of May, 1845, a law relating to the construction of the road, the release of the State claim, on condition of the completion of the road to Lake Eric within six years, (expiring 14th May, 1851,) subscriptions to the stock, &c., was passed by the Legislature. By this law, the original subscribers to the stock, in cossideration of the relinquialment by the State of the lien on the road, and to offer inducements to now subscribers, surrendered one half of their shares—thus reducing the old stock from \$1,517,134 to \$758,567, and of course lessening the liabilities of the company to that amount.

Active measures for taking up subscriptions were commenced in 1845, after the passage of the bill referred to: the merchants of the city and other business men coming forward liberally, so that a subscription of three millions to the capital stock was soon secured. Mr. Benjamin Loder, who had been successful as a day goods merciant, was placed in the board as a director, and took a prominent part in obtaining subscriptions, besides sustaining the project by his own example, in subscribing for a large amount of the stock. It became apparent that the active business men of the city, instead of retired expitalists, were the most probable charasters to bring about the completion of the secondary resigned as President July 8, 1845. James Barpe was projouted President protein, be active that Mr. Lordshould retire from the board, and he necordingly resigned as President fully 8, 1845. James Barpe was projouted President protein, and the secondary with one of the greatest public works of the age. On the 50th August, 1849, Mr. Loder was elected President of the company, and accident, and the set the epportunity of connecting his mane pointing to the order. It has since applied himself with some constitution of the work. It has been aided by as

by our citizens, and there was but little doubt of obtaining the required amount of subscription, when Governor Seward seat a message to the Legislature, informing them that he was advised by Mr. Bowen, President of the company, that the quarterly interest, due April, 1842, on the State loan, could not be paid. This, of course, put an end to the attempt to obtain subscriptions on the stock, but the efforts made at that time were not lost, as they prepared the public mind for the future subscriptions which were made.

The total loss on the sale of the tares millions

The Annual Spree of the Sons of St. Nie solas

FULL, TRUE, AND PARTICULAR ACCOUNT, BY OUR SPECIAL REPORTER.

About twelve years ago, some of the worthy descendants of the original settlers of Nieuw Nederlandts formed the noble design of constituting themselves into a society called the sons of St. Nicholas, for the purpose of perpetuating the fame and glorious deeds of their illustrious ancestors, who, embarking from Holland in the Goode Vrouw (Good Woman), commanded by the renowned Hendrik Hudson, and borne in safety over the vast deep under the protection of St. Nicholas, landed on Gibbet Island, whence they made a descent upon the Indian village of Communipaw, on the Jersey shore, which they took by storm, obtaining a great victory over half a score of squaws and twice as many papooses. This Communipaw, we are told, was the egg whence was hatched the present mighty city of New York, called in the good old days of Dutch rule Nieuw Amsterdam, which was settled by Jacobus Van Zandt (From the dirt,) Mynheet Abraham Hardenbroeck (Tough Breeches), and Mynheer Winant Tenbroeck (Ten Breeches), who fell overboard at Hell-gate, and was saved by the multitude of his nether garments, which buoyed him up till he floated to a projecting rock on the shore of Manna-hatta, and by Commodore Oloffe Van Kortlandt (Lackland.) whose tub was rolled high and dry on the southwest point of the Battery, where himself and his shipwrecked followers regaled themselves with a heavity meal of cysters; and os the same eventful night he dreamed that the good St. Nicholas came riding over the tops of the troes in a wagon, wearing a broad brimmed hat and smoking a long pipe, which left in his train a volume of curling smoke, assuming a variety of shapes, indicative of the towers and palaces of the future city, which the tutelar saint, by a very significant look and the placing of his forefinger boside his nose, declared it to be his will should be erected on the spot where he so miraculously appeared and disappeared. To celebrate the achievements of these founders of New Amsterdam and their doughty descendants in building up the city by their skill, and defending it by their prowess, under the successive dynastics of Wonter Von Twiller, Wilhelmus Kieft, and Peter Stuyvesant, till Colonel Richard Nicholas, the commander of the Eriwish forces, walked into it and took quiet possession in the name of the Duke of York, giving it, at the same time, the name which it bears to this day, was the object and origin of the St. Nicholas Society; and at the same time, by a sort of side wind, to counteract New Englandism, which had been making rapid inroads in Gotham, and claiming, at its festivities, more credit for the Pilgrim Fathers and their Puritan oflspring in settling the colonies, conquering their independence and making these United States what they now are, than any true son of Holland is disposed to give them. Many of the Knickerbocker merchants, too, were jealous of the success of the Yankee merchants who located themselves in these diggings. Ever since, these excellent elitizens hold their annual spree on St. Nicholas' day. The City Hotel was formerly the rendezvous sacred to his santship; but this year, the rites and ceremonies were performed at the Irving House. On Thursday night there was a grand jolilication there, and libations were poured out freely in gin and Dutch ale, and the sweetest

On Thursday night last, the 24th instant, was cele-

On Thursday night last, the 24th instant, was celebrated the annual Paus Festival of the St. Nicholas Society, at the Irring House. The Dutch race were worthilly represented by the Van Brunts, Van Houghtens, Van Tromps, Van Wycks, and Van Dycks, and Ten Rycks, Van Nesses, Van Tassels, Van Groils, Van Winkles, Van Dams, Van Petts, Van Bitters, Van Works, Van Podenburghs, and all the vans and burghs in the Dutch nomenciature. There were the Vanderbeits, Vanderhoff, and Vandervorts, the Ryckmans and Byckmans, the Onderdonks, the Ten Broccks, the Hardenbroccks, and the Cathiocops, tegether with the Suydams, the Biecekers, the Stuyvessants, the Hielesers, the Hoppers, the Schermerberns, the Ruyters, the Brinckerbockers.

The supper was of the most substantial description including fat pork fried brown, cut up into morsels, and solimning ingravy, in a huge earthen disk; also, an enermous dish of dough-mits, (oly koeks) and an abundance of sour krout and gingerbroad cakes stamped with a windmill and the cock and breeches.

The supper was wound up by the game of cracking ergs formerly played by our Butch ancestors, handed down from them by the little boys, and now reviewed by the grown children of St. Nienolas's Society. About a thomand eggs were high in backets, and each tried harden with the highly intellectual, reduced and rational annusment, which, it seems, is the very essence of the Pass Hollands and also made the table grown and the table, the way of revenge, bossied of having some of the wasseliers under it before the feat was done.

The President, Mr. Van Assenzan, rose and said he was glad to meet around this festive board so many of the descendants of the ancient Hallanders, who had found new Vortile a sarel hill, and made it a city of balf a million of inshibitative, who had resed in from the mal, and had driven back old cream by their intelligence and this ir enterprise. The New Kenginders might 18th of these blaz-

New York a sand hill and made it a city of half a million of inhabitants; who had raised it from the must and had driven back old ocean by their intelligence and their enterprise. The New Englanders might task of their blaring atone. Plymouth rock, and they might tooky their first-horigin, and the British, in reture, might booky them; but it was the Butch that had made New York what she is, the Empire City of the Empire State of the greatest nation on the face of the globe. The Barchones Purisans never could have accomplished such a work, (Great cheerings). The greatmerchants of New York were of Putch extraction, and their name and fame had traveled to the end of the earth. It was true they did not all wear such broad hats, or so many pair of breeches, as their fovefathers, but they inherited their wisdom, starty independence, and indomitable courage and perseverance. He concluded by giving—The day we reliebrate."

The took was received with the most unbounded appiance.

A lineal descendant of the great Tevans—had

The tossi was received with the most unbounded appliance.

A lineal descendant of the great Tayanaura here rose, and said he was always a friend to order on such occasions as these, and he did not wish to interrupt the President valide speaking; but he thought he had made an unaccessive a state of the procedure. By his ensures, who was utelement "Ten Breechas" by his ensures, who was utelement "Ten Breechas" by his ensures, who said he were ten pair of breeches together. (Boars of laughter) could men might laugh; but he was ready to vindicate the fame of his furtherhorse, and to prove the true derivation of the name. It did not mean "ten breeches," or in breeches," as some high Dutch interprotors had explained it, but "thin breeches," in allusten to the poverty of his beginning, in which he (his descendant) gioried. Though he was poor, he was a joily good fellow, which nobedy could deep, and he turned the tables upon his enemies, the Hardenbreecks (or Tough Breeches, so called from an old greavy pair of buckskins worn by the head of the family.) by repeating the following staum, which has been since plagiarized by a pirate Englishman.—

Then why should we quarrel for riches, Or any such glattering toys?
A light he art and thin pair of breeches.
Will go through the world, my brave boys.
(Bosrs of laughter, amidst which the speaker resumed

his seat.)
Mr. Hannessnorex here rose and said:—The gentle-ness who had just sat down made a very unhandrous remark in reference to the kind of breeches worn by my

I have been the innocent cause of all this misurater standing. I have been the innocent cause of all this misurater standing. I had no intention whatever of referring to the family or name of any gentleman, but to the general fact of our ancestors wearing so many broad bottomed Mr. Van Zanor said he did not take any offence when

Mr. Vax Zasor said he did not take any offence when the worthy President said New York was raised from the muck which if his skin were as thin as the breaches of some of the gentiemen, (great langitor.) he might have applied to himself, his mane being derived, as some etymologists said, from mud.

At this stage of the proceedings, in order to allay the ferment about names, a sage and sensible memory of the Seciety brought into the room some curiousies which had in reserve. Among these was the demical weather cook that served for use and ornament on the old Shart House, which a trusty servant of tiorernor Watter, the brubber, regulated every morning, by pointing it is the direction in when the wind blew, with an ancient seas of New Amsterdam, lately discovered, and the vertusbed trumpet of Anthony Corless, the Trumpeter, wing average is name to Corlear's Book, and also baptized.

Duysel, or Spiksag Duysel, for in crossing the creek called Harlem river, in a stosm, when he sould get not forryman, he wave he would set not be applied for daysel, for the property of the store of the property of the pro

Whether it was the somniferous effect of his discourse, or the power of the schaops, certain it is, that, at this stage of the proceedings, several of the worthy members were heard to snore aimost as loud as Corlear's horn.

The Presencer then said, that the last toast on his list was one that claimed their attention. Before giving it, he would call to their historical recollection the great pipe plot, and how the people, by union and determination, conquered their rights from Governor Kleft, who prohibited the practice of smoking. They bravely smoked him out, and he consented to a compromise of allowing short pipes instead of long ones, which honorable terms were accepted by the sovereign people. Thank their stars, under this free republic, they could use either long or short as they pleased. Both kinds were previded in abundance for them to night, and they were now about to have a true Dutch smoke (Great applause.) But he must not forget the toast:

"The Pipe of St. Nicholas, that, like the fire on Vesta's altar, is never extinguished."

The toast was drank with the most unbounded applause.

Two black waiters then brought in each an immense.

Two black waiters then brought in each an immense basket of pipes—one containing the long aristocratic pipes, about six feet long and the other the short picheian pipes about two inches, or the length of the cutty pipes they call dudens in Ireland. In addition to the pipes a large quantity of smoking and chewing tobaces was laid. Spitting boxes were pinced all around, and then went puff, puff, puff, till not only the room was filled with clouds of smoke, but the cuttire house, and the ladies rar out of their bedrooms in alarm, thinking the house was on fire. on fire.

This brought in a remonstrance, at which deep offence

This brought in a remonstrance, at which deep offence was taken, and those who were able to walk made a rush for the door, shouldering their long pipes, and swearing they would never go to the Irving House again. Those who could not maintain the perpendicular position, had no other alternative than to lie on the floor, where they slept off the combined fumes of gin and tobacco. Thus ended the Feast of St. Nicholas.

City Intelligence.

EMIGRATION FOR THE MENTH OF APRIL.

The following are the arrivals of passengers at this port from foreign ports, during the month of April.—

British Ports. 22021 Antwerp. 229

Frouch 4083 Amsterdam 238

Bremen 2044 Other ports. 132

Chagres. 1049

Hamburgh 515 Total 3120

The tetal for April. 1850, was the increase in April of this year is very great indeed, being about double the amount of the corresponding month of last year.

FIREIN A BASERY AND HANGE MANIFACTORY—You Wednesday night a fire broke out in the frame building, corner of Forty-eighth street and Eighth avenue, occupied by John H. Tag, as a basket manufactory. The fire originated in the basket fastery, which was destroyed, together with its contents. The baskery was saved with trifling damage, by the prompt exections of Engine Company No. 1, and Hook and Ladder No. 8.

Fire was Duric Stone.—A fire broke out on Wednesday

FIRE IN A DRUG STORY -A fire broke out on Wednesday night, at 10 o'clock, in the drug store of Dr. Ross, No. 55 Rossevelt street. It was quickly extinguished, and the damage was but triffing. Figs as Greenwicz street.—A fire broke out, on Wed-

needay evening, at 8 o'clock, in No. 60 Greenwich street, and was extinguished by the citizens.

Alana or Fine runs a Courser -- Vesterday in orning there was an alarm of fire at Goodwin's in South street, near Peck slip. The firemen assembled promptly, but the alarm proceeded from a chimney, and was soon extinguished.

Capour is the Fact .- At I o'clock on Thursday morn

Carour is the Fact.—At I o'clock on Thursday morning. Sergeant Finney was passing through Full in street, near Gold, when he heard a noise in the entry of N. 74, and on opening the door, he saw James Dooise and Michael Ryan, one with a "jemmy" and the other with a chied, breaking through the wall into the jeweller's store of Levi Scribner. Finney immediately shut the door and held it until he gave the alarm, and had them arrested. The tools were found lying on the floor where they were, as they had no way of disposing of them.

Rescues races Doors for Ala quarter past 2 o'clock on Thursday morning, Patrick Dickson was rescued from drowning, at the foot of Robinson street, by officers likeks and Pean, of the Third ward police.

Accuse v.—A German salive fell, on Wednesday, from the second story of No. 60 Greenwich street, and brake his leg. He was conveyed to the City Hospital.

Res Ouza av a Stanc.—On Wednesday afternoen, at 5 o'clock, Xavier Vauthier was proceeding through Broadway with a handcart, when a stage, coming in contact with it upset the eart and the man and another stage passing at the time, ran over his arm, between the elbor and the shoulder, shattering it in a shocking manner. The stage drivers managed to escape without arrest, but one of them is known. Officers McManus and Walling coming up, immediately after conveyed the man to his residence, at 49 Authony street, and procured the attendance of the Edisphyreh Hotel, fell into the river at the proprietor of the Edisphyreh Hotel, fell into the river at the

FORTH NATE.—A small lad, son of William Wallace, pro-prictor of the Edinburgh Hotel, fell into the river at the foot of Liberty street, and would have been drowned, but for the exertions of a young man, who gave his name as Frank Janvier.

Frank Janvier.

The Hamilton Avenue Ferry.—Yesterday, the boats commenced making trips as fast as they could, instead of running every quarter of an hour, and one boat ran till eleven o'clock last night, for the first time. If the time could be extended till twelve o'clock, it would be much more satisfactory to the public. This ferry passed, yesterday, from the hands of the Atlantic Dock Company into the possession of the Union Ferry Company, and one commutation ticket will henceforth be good for the three forries—the Hamilton avenue, the Atlantic street, and the Fulton.

We have received as account of an assident which occurred.

We have received an account of an accident which oc-curred between two parties at Shrewsbury, N. J., on the 27th ult., which resulted in the death of one of the par-jies, by having his shull fractured.

United States Circuit Court.

Arm: 30—Charge of Revol.—Francis Williams, John Burne, March Merch, James in Park Medich, James in Medich of Park Medich, James in Medich of Medich, James in Me

GHARGE OF COUNTERFEITING GOLD COIN.

Josiah Sheppard was indicted for counterfeiting gold coin.

George W. Farley examined by Mr. Evarts, acting District Attorney.—Deposed, that he resided at leid Cherry street; knows sheppard and Swartz; on the 6th of February, at night, they came to my place of business, and offered a \$1 counterfeit gold plece; they had drinks; I looked at the dollar sometime, and found it was not good; they wanted it buck; I went to Mr. Ferris, the officer; he arrested them; I went out after Sheppard, and he was throwing coin into the street from his pocket; I pleked them up; Swartz was searched; nothing was found on him; Sheppard was searched, and some good money was found on him.

Officer Ferris gave similar testimony, and deposed to his having arrested the prisoner.

Wm. H. Slecum, keeper of an eating house, deposed to Sheppard and Swartz coming to his place to have supper, and that Swartz offered a had dollar; witness told them it was had, and Sheppard said it was good enough.

For the defence Win. Swartz was examined, and deposed that he pleaded guilty to this charge, and that it was he gave the money to Sheppard a good many years; he has a wife and two children; he kept a hotel in Philadelphia; his character in the neighborhood was good.

Verdiet, guilty of attempting to pass counterfeit gold

Verdict guilty of attempting to pass counterfeit gold

Verdict guilty of attempting to pass to access coin.

(The maximum of punishment for this offence is ten years in the State prison; the minimum is in the discretion of the Court.)

Murder on Board the Bark Glen.—The trial of the three men charged with the murder of the second mate, on board the bark Glen, will be commenced ou Monday morning. Mr. Ogden Hollman is engaged on the part of the United States, to prosecute, in conjunction with Mr. Evarts, in consequence of the absence of Mr. J. Prescott Hall, who is at present laboring under indeposition.

U. S. District Court-In Admiralty.

U. S. District Court—In Admiralty.

Discusses at new actors are as a constant of the actor to recover a balance of \$256 is for advances to two English vessels in this port. The consignees paid him \$225 50, and, to avoid suit and detection, tendored \$195 75 to cover bills of advances before furnished by libellant—but the libellant exaded accepting or rejecting the tender, and had this suit commenced. Held that the libellant could have no advantage from bringing his suit before the tender was formally made, as he eluded it by a trick. Held that upon the evidence, the lender apparently overpaid his demands, and that he should not be allowed to take it out of court without a reference to adjust his claim. Held that his charge of interest on his account be rejected.

Martinus d. Fan Lie ex. Claudias Bord, access of Brigg Federatio.—Held that the owner of a sea-going vessel is liable for the expenses of medical attendance rendered the master on board the vessel, in a sighness incurred in her service. The master having been attacked with cholers, in port, before the ressel was unlasten, and having died on board, held that the physician could recover from the owner is reasonable compensation for his attendance on the master during that ilmess.

Joseph Rogers vs. the Stope Leave J. Bisurelt.—When two railing vessels meet in the night is so dark that the one running free cannot see a vessel ahead more than its roles and the wind, and the other on her larboard tack, running free, the vessel with the wind free is bound to give way for the other. If the night is so dark that the one running free cannot see a vessel ahead more than six rods off, she is in fault for keeping under way, and should anchor, when that can be done sofely. When the crows of two collision, the Court will put more reliance in the evidence of a disinterested bystander, in relation to transactions see a by him, than in the opposing evidence of two or more witnesses, on either resords and they are meeting on a direct time, or on parallel lines, so near a

be condemned for the damages and costs. Held that the cross like against the bark Mazeppa be dismissed with costs.

The Schnylkill Navigation Co. vs. the Steamboat Principles. Alfred Lawann vs. the same.—Held that a steamboat employed in towing a vessel is not, in respect to the vessel towed, or the cargo on board her, a common carrier, and subject to the responsibility of a common carrier, and subject to the responsibility of a common carrier, and subject to the responsibility of a common carrier, for the safe towage and delivery of the same. The towing tug is no more than a ballec for hire, and answerable but for ordinary skill and precaulion in doing the business. When, however, the towing is under an express contract that it shall be at the risk of the vessel towed, the towing vessel is only chargeable in case of gross negligence, held that the owner of cargo shipped on board the vessel towed, under a bill of ladding executed by the master thereof, may nevertheless maintain an action in his own name, against the towing vessel, for the loss of her cargo, or injury to it, in case the towing vessel is made responsible to the one towed, because of legal fault in the towage. Ordered, in this case, both libels be dismissed with costs.

Insee Herbert vs. the Schoner James Leakman.—A contract by the master of a freighting vessel on the Northriver, to transport brick from Caldwell's Landing to New York, at a certain rate of freighting vessel on the Northriver, to transport brick from Caldwell's Landing to New York, at a certain rate of freighting vessel on the same course of that trade and business, is binding on the

shipper, when such contracts are according to the usual course of that trade and business, is binding on the owner, as well for the sale of the brick and return and popment of the proceeds to the shipper, as for the trans

portation and delivery of the brick. But that part of the contract relating to the sale of the brick and return of the proceeds is not maritime in its character, nor binding upon the vessel, except in case where the proceeds have been actually received by the master, and placed on board the vessel to be returned to the shipper. There being no proof in this case that the proceeds of the brick sued for, were ever on board the schooler, the action sa rem cannot be maintained. Quere.—Whether such tacit lien, when it exists, can pursue a vessel into the hands of a bone fide purchaser, without notice of it. Libel dismissed.

Max 1—Jensett Brown vs. The Bork Elevier Herberger When personal baggage is chipped on board a result in foreign part receipted as personal baggage to come within the owner, a passenger, to the United States, with paying freight, and the posenger takes another ship and the baggage is loot, the ship on board which it was placed is not as to it as common caver. The ship is such case of children of the baggage at sea, by passengers or others on board. If answerable in case of delivery of the baggage at sea, by passengers or others on board. If answerable in case of delivery of the baggage to an improper person on the arrival of the ship in the United By the libelianit, and will not be presumed against the officers or owners of the ship. Some notificence of the officers or owners of the ship. Some notificence of the officers or owners of the ship. Some notificence of a ship at sea, on a mariner, because of his descrition and other alleged miscenduct, previous to the passage of the act of Congress of last September, probliding the punished at sea, on a mariner, because of his descrition and other alleged miscenduct, previous to the passage of the act of Congress of last September, probliding the punished actionable, are seworn to by one witness only, and another witness, also seeing the transaction, contradicts all those facts of aggravation, there is no proof transhed by the libeliant on which a decree can be rendered in his favor, so the season of the

the libellant, and that, accordingly, the libel he dismissed.

Charles F. Freach and others us, the Bank Supers.—Numerous actions in rem are in prosecution against the vessel, or her proceeds, in court, since her sale, and the parties apply to the Court, on motion, to designate the order in which the various demands shall be actished out of the funds in the registry; it being understood that all the claims are substantiated, that the fund will not be adequate to meet them all. Ordered, that in suita presented for claims of the same class, materials and tabor supplied to the ship, ship stores furnished her, that the creditors be paid in the order in which their anits were instituted, he being first in diligence is entitled to be first satisfied, and accordingly there is to be no prevate distribution as between them. A new mortage or hypothecation of the ship does not take procedence of those demands, but is to stand on the same footing with them. The demand set up as a bottomy lien, if it has been attached by process tathe ship or her proceeds, will suspend the distribution of the fund until the right of the bottomy register of electronized. If the bottomy vision, then it will not avail on petition or motion, to stay the rights of the other creditors, and distribution is to be made to them as indicated. The bottomy resident may be decrees are entitled to intervene and context the bottomy claim, if that has been levied on the ship or her proceeds.

The diffarre Works ex. the steamboat Isaac Newton —Ap-

bettenry claim, if that has been levied on the ship or her proceeds.

The alliaire Works vs. the steamboat Issue Newton—Appeal from taxation of costs.—The questions presented every, whether the libellant is entitled to charge for points furnished the Court on the hearing upon the marits, and also on the hearing before referres, and also on the hearing of the exceptions to the report of the referees, and whether he was entitled to brief and argument fees in each of these proceedings, and to copies of the proofs transcribed from the Judge's notes for the use of the referees. The cherk on isosation, rejected all these items, limit, that the charges are proper, and ought to be allowed; but the rates are to be ascertained and adjusted by the cierk.

Naval Intelligence.

The steam fright Susqueintan is being equipped for sea with dispatch, at the Norfolk Navy Yard, and will be ready about the 15th of May. The numer that her desituation is to be changed turns out to be unfounded. She will take out as passengers Hon. R. C. Schenek, Pointed States Minister to Brazil; Hon. John S. Poodleton, Charge d'Affaires to the Argentine Republic, and others.

ton. Charge d'Affaires to the Argentine Republic, and others.

A draft of thirty-two sallors for general service, arrived at Norfolk on Sunday. from Baitmore, under command of Lieutenant Roger Ferry.

A detachment of twelve marines, under command of Lieutenant Russell, also arrived there on Sunday morning, in the steamer Oscoola, from Washington.

United States surveying schooner Madison, arrived yesterday from Annapolis, making a passage of four days. Sae is destined for the mortheast survey. The following is a list of her officers: —Lieutenant commading. Maxwell Woosinull; Lieutenant and ex-officer, indexard A. Bornett, Acting Maxter, J. Howard Murch; Passed Midshipmen, George H. Bier, William Van Wyck; Capitain's Clerk, John A. Barker.

INTERPRETARY FROM NEW BRITSWICK—We have rerevised by Pavor's Express, and Capt. Long, the pilot of
the Admiral. New Brunswick papers to the 2th instant.
The session of the Legislature, which has extended beyond the usual length; is now drawing to a close, and in
a few days its existence will terminate. The Interculonial bitl, providing for a direct reciprocal free trade
only with the colonies, has been rejected. Mr. Ritchie's
resolutions implying a want of confidence in the government, have been defeated. The usual supply bitle have
passed. The House refused, by a vote of 2s to 18, to refund the duties on wines and liquors consumed by the
officers of her Majesty's troops. It was stated that the
quantity for the year was over 500 gallons to each man,
upwards of 250 gallons of which was beer. It was anticipated that the spring business of 8t. John would soon
someone with unusual briskness. The Halifax Seesays that responsible government has at length book
conceared by her Majesty to Prince Edward's Island—
Footon Treveller, April 28.

THE COTTON CROP OF FLORIDA.-A letter from The Corros Crow or Florida.—A letter from Ceula, Florida, under date of the Sth inst., says:—When I tell you the true state of the forwardness of the crops in this latitude, I fear that some of your agricultural readers will be half inclined to set it down as a "Munchausen." But I assure you that I will be under, and not over, the mark. On the first of April, Paul McCormick, Esq., who resides near Orange lake, had squares on his cotton. His crop is long and short staple. His corn was then as high as a man's head. I allude to Mr. McC. by name, because he is extensively known, and no doubt personally, to your readers.

There were 65 deaths in Boston during the week cading